

Hongkong Daily Press.

ESTABLISHED 1857.

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THE MANAGER

ESTABLISHED A.D. 1841.

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ESTABLISHED A.D. 1841.

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BIRTH.

At Sandyholme, Port Edward, Weihaiwei, the
wife of T. Carr, M.D., of a son.

DEATHS.

On the 27th December, 1903, at Nicos, Greece
Thomas, M.D., aged 65 years.
On the 28th Dec. 1903, at the Shanghai
General Hospital, Henry Ansell, aged 28 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 8th JANUARY, 1904

"The Japanese Government regards the
situation as practically amounting to a state
of war." This is the alarming conclusion
which our Kobe correspondent draws from
the notification issued yesterday by the War
Department at Tokyo, prohibiting the news-
papers from publishing the movements of
troops or anything calculated to disclose
strategic plans. And indeed it is hardly
possible to draw any other conclusion from
this ominous step. Compared with such
action on the part of the Japanese Govern-
ment, news of a pacific nature arriving from
St. Petersburg, or from Paris and Berlin,
inspired by S. Petersburg, counts but little.
We have before spoken of the unwisdom of
trusting much in the peaceful prophecies
which have their origin in the Russian capi-
tal. It was only too obviously to Russia's
interest to persuade the nations, most of
them readily credulous, that she desired
only peace. As long as Tokyo remained
hopeful, prospects were fair; when doubts
succeeded, there was ground for fear; and
now it must be admitted that the "cloud in
the East" looks terribly dark. A rather
significant departmental change in Japan is
to be noted in a telegram from Tokyo to the
North-China Daily News on the 29th Decem-
ber, which stated that an amendment issued
from the Imperial Military Headquarters
places the Naval Department on an equal
footing with the General Staff, which
hitherto had precedence. It is interesting
in this connection to mention that we have
just been enabled to see an opinion on the
position in the North at the end of last year
by an authority (neither Japanese, Russian,
or British, we may mention) well competent

and in a position to gather the state of affairs.
In the first place he did not believe in the
likelihood of an outbreak before the spring.
The Japanese Navy, however, was anxious
to act at once, but the Army was in favour
of delay. The eagerness of the Navy is
easily explicable, when we recall the presence
of the Eastward-bound Russian squadron
in the Mediterranean. Whether the extra
weight now given to the Navy Department
has produced any change in the situation is
perhaps worth consideration. There is
certainly very great strength in the argu-
ment which we have attributed to the
Japanese Naval experts, if war is inevitable.
In this unhappy event, it is essential that
Japan should not wait for the Russian fleet
to outnumber hers. Should war break out
at this moment, Russia's reinforcements
cannot reach the Far East, for want of coal,
which the demands of neutrality must
prevent any nation's coaling-stations from
supplying to her, under penalty of bringing
into operation the Anglo-Japanese Alliance.
As friends of Japan we must hope that, if
war cannot be prevented, it may commence
at once and enable Japan to put the Russian
fleet out of action. Nevertheless we
still hold that Britain and the United States,
if they had some time ago acted in the har-
mony for which their community of interests
called, could have averted a struggle;
whether it is now too late, we cannot say.

It will be noted from Reuters' telegram
of the 3rd instant that the Mexican Mon-
etary Commission has reported in favour of
a gradual adoption by Mexico of a gold
standard. This Commission is the one
which, in company with a Commission from
the United States, paid a visit to the prin-
cipal capitals of Europe and discussed with
the representatives of the various countries
the world's currency question. The report
to the Mexican Government, which will no
doubt adopt its recommendations, is the
first-fruit of the joint tour, and begins what
we may hope is the last chapter but one in
the history of the monetary standards of
the world. The last chapter, needless
perhaps to say, will begin with the adoption
by China of a gold standard and the consequent
universal recognition of the one metal. When
Mexico has joined the majority, practically
only China and Hongkong will be left out-
side. By the wisdom of our rulers at home,
this Colony is condemned to wait upon
China. China's present position is as
follows. By Article II. of the MACAO
Treaty of 1902, it is provided that "China
agrees to take the necessary steps to provide
for a uniform national coinage which shall
be legal tender in payment of all duties,
taxes, and other obligations throughout the
Empire by British as well as Chinese sub-
jects." But, in spite of this, we know of
no definite step having been taken to bring
about this necessary reform. Sir ROBERT
HART, Inspector-General of the Imperial
Maritime Customs, has indeed recommended
a scheme to the Government, which we
reproduced in these pages some time ago;
but there has been no indication that
Peking has looked favourably upon it. An
uniform silver currency will not do away
with China's monetary troubles, though its
adoption will be a move in the right direc-
tion.

The absurdity of exchange between
the various provinces will cease, but the
dollar will not cease to respond to the rise
and fall in the price of silver and the other
smaller factors which contribute to the
instability of the dollar. It is something
gained that the Chinese Government has
had the currency question presented to its
eyes, and it is to be hoped that the latest
development in Mexico will be duly
impressed on China by outside advisers.
Undoubtedly it is a most important develop-
ment that the great silver-producing country
of the world should contemplate "going
gold." No less than four-fifths of the
whole area of Mexico (which is over eight
times the size of Great Britain, it must be
remembered) are mining districts, and
45 per cent. of Mexican exports consist of
silver and gold. The latest figures to which
we have access give the silver production of
Mexico as 45,641,000 ounces. The best
idea of the importance to Mexico of silver
might be obtained, had we any means of
computing how many Mexican dollars are in
circulation in the Far East; but the task
would be too stupendous, even though the
receptive countries are now cut down to
China and Hongkong. The fact that the
Commission of experts appointed by Mexico
thinks fit to advise the gradual conversion
of their country to the side of the gold-
standard states, though the minting of dollars
is of course no small-profit to Mexico, shows
how convinced they are that stable currency
tends to the benefit of the whole world.
This being so, and their opinion being
shared by all the great nations, the
question remains, when is China coming
into line?—a question to which the bulk of
the residents in Hongkong above all others
would like to know the answer.

The French Mail of the 1st December was
delivered in London on the 4th inst.

School re-opens at S. Joseph's College to-
morrow, the 7th inst.

Fifty-two years ago to-morrow ice one quarter
of an inch thick was recorded at Canton. This
record has never been equalled since, and it is
not likely to be affected to-morrow.

The demand for Singapore pineapples has
increased so greatly of late that it far exceeds
the supply, and growers and shippers are un-
able to fill their orders.

It is now stated that Viceroy Alexieff is not
going to move his headquarters to Vladivostok,
according to Japanese papers. It is also stated
that the littoral government at Vladivostok is
to be removed to Khabarovsk.

L'Echo de Chine says that it is announced
from Tokyo that, in consequence of the anarchy
prevailing in the Korean ports, Japan, under
agreement with Russia, is sending her troops to
restore order at Fusan, Masampo, and Chemulpo.

The Nori Kyo, Admiral Alexieff's organ,
considers it a great mistake on the part of
England to oppose Russia in the matter of Tibet
at the very moment that symptoms of an
Anglo-Russian rapprochement were being mani-
fested! This is news indeed.

It is announced at Port Arthur from Seoul
that the Korean Government has addressed to
the French Ambassador an official note a sur-
prising him that the rumours relative to the concession
to the Japanese for the Seoul-Wiju railway are
absolutely without foundation.

The Japan Mail, while strongly deprecating
Russia's procrastinating procedure in her
negotiations with Japan, which is in such
contrast with the diligence with which she is
adding to her naval and military strength in
the Far East, did not (on the 25th ult.) consider
the situation hopeless.

"The acting secretary of the Panjion Min-
ing Co. Ltd., informs us that a telegram has
been received from the mines dated 4th instant read-
ing:—"Weather very much against us, Decem-
ber crashing 1150 tons (Kalampong 900 and
Swah 250); result 47 ounces, estimated value
\$2,000. Mill working again, plenty of water."

The gun which Captain Roberts, son of the
Commander-in-Chief, lost his life in rescuing
at the battle of Colenso has arrived at the Royal
Arsenal, Woolwich. An inscription approved
by the War Office, recording the heroism of the
deceased officer, is being engraved upon the
gun. When complete the weapon is to be
presented to Lord Roberts as a family heirloom.

Only two cases of communicable disease were
reported in the Colony last week, one being of
enteric fever and the other of small-pox. Both
were European cases. Yet Hongkong is still
partly quarantined in Manila, Shanghai, Siam,
Indo-China, and British North Borneo. In
the last instance, the ban seems a particular
outrage from a neighbouring British Colony.

We in Hongkong have only too much ac-
quaintance with the verb "to dump," especially
during the plague season. A home paper says:—
"The word 'dump' threatens before long to
become an intolerable nuisance. Everything is
dumped; those discussing the vital matter of
whether we eat too much talk of 'dumping
down food.' Mr. Henry Labouchere asks
people to 'dump' down donations for his toy
fund; motors 'dump' over rough roads; people
'dump' into their stalls at the theatre; parties
'dump' for a dinner at the Carlton. 'Todamp,'
in short, is the verb of the moment."

The N.C. Daily News, quotes a Chingun
despatch, reporting the arrival in that city in
November of three German officers, one being a
doctor, on their travels through south-western
China. The party after visiting various places
of interest in the city left for Yachow on the
28th November on their way, it is averred, for
Tibet, which the members of the party intend
to penetrate and, if possible, get through into
India and so on southwards to Calcutta and
thence by sea to Europe. While in Chingun
the visitors were given a most friendly recep-
tion by Viceroy Hsi Liang and his subordinate
officials.

A Council of War was held at Tokyo on the
morning of the 23rd ult., at which there were
present Count Katsura, Baron Terauchi, Count
Oyama, Baron Kodama, and Admirals Yamamoto
and Ijima. The conference was continued in the
afternoon, and subsequently Baron Terauchi,
Minister of War, and Admiral Yamamoto,
Minister of the Navy, were received in audience.
The Kobe correspondent of the N.C. Daily
News, from which we take this, also adds:
"Progress is being made in the negotiations for
the purchase of the Great Northern Co.'s tele-
graph cable from Tamsbina to Fusan. There
has been further rioting in Korea, and it is
spreading towards Seoul."

A pitiful sight was witnessed yesterday
afternoon at the Wellington Street corner of
the fire-brigade station. An old Chinese for-
tune-teller, delicate from old age, dressed in
many padded garments to protect him from the
cold, fell asleep on his stool, and tumbled on to
the ground. Blood gushed from his head, mak-
ing him a ghastly-looking spectacle. In less
time than it takes to relate, a large crowd of
Chinese gathered around, and with them came
two Indian policemen, who seemingly lost
their senses, not knowing what to do with
the situation. After a lot of confusion the
wounded man was got into a chair and conveyed
to hospital.

The measuring of ponies, in connection with
the Hongkong Jockey Club's race meeting,
commences to-day.

A gentleman who officiated as Santa Claus
at a children's festival the other day is finding
out that it was much easier to put on than to
get off the paint with which he made his visage,
rubicund.

The campaign in Manila for the removal of
Señor Legarda from the Civil Commission is
growing stronger, and President Roosevelt has
instructed the Governor, General Wright, to
deal with the matter at his discretion.

The Naval Yard workshop chimneys are
keeping the adjacent part of Queen's Road
under a cloud of smoke just now. This is
another argument that Mr. Robert Shewan
might have used in his letter to the Times.

Lieutenant Elmer M. Mellon, Constabulary
Supply Officer at Benguet, P.I., committed
suicide at that place on the 31st ult. The
deed was held in great esteem by his superiors
and it was no official trouble that led him to
self-destruction.

A home paper relates that a Chinese coolie
had his leg amputated in a Peking hospital, and
his life was thereby saved. His relations,
however, smuggled arsenic into the hospital and
killed the man in order that he might reach
heaven at the same time as his leg.

The following is the number of foreign and
native newspapers in North China:—Peking,
10; Tientsin, 14; Chefoo, 1; Tseghon, 1;
Weihaiwei, 1; Tsingtao, 1; Port Arthur, 1—
making in all 29, of which 17 are in Chinese,
7 in English, 1 in Japanese, 2 in German, 1 in
Russian, and 1 in Italian.

As the result of the recent looting by
Chinese of one of the camps on the Canton-
Fatsien railway, work on that particular
section of the line is still practically at a
standstill. Scarcely of tools impedes progress.
On the other sections too, it is reported, there is
not so much headway being made as could be
desired by the promoters.

The S. M. S. Sperber left Hongkong for the
North yesterday, and the Amphitrite, Talbot,
and Phoenix left port on Monday. The Fearless
did not leave on Monday, as has been stated else-
where. After the Amphitrite's departure, the
Sparrowhawk was despatched after her to cancel
her orders to stop in Mire Bay, and order her
to proceed north. Great activity amongst the
fleet in harbour is noticeable; the Leviathan
has been in dock, the Cressy is to do likewise,
and several warships have been coaling recently.
Destroyers are kept fairly busy dashing in and
out of port. They leave for gun practice at Mire
Bay in the morning, returning the same evening.

FOOTBALL.

H.M.S. "LEVIATHAN" V. H.K.F.C.

Played on Happy Valley yesterday afternoon,
the men in blue shirts kicking off. During
practically the whole of the first half the ball
was kept at the Club end of the field, on three
occasions Kew having to handle it. The
Naval team were strong kickers, and altogether
a more powerful lot than the Club men; the
game was not exciting. Danby (appearing at
half) and Bonnar played a good game, Bonnar
on several occasions robbing his man. A hard
shot by the Navy just grazed the cross-bar.
After an unanswered cry for "hands" by the
Club, the Navy made another bad shot.
Bonnar, while encountering the right-wing,
got an elbow in the wind; after he had
secured the ball, he lay down and play
was suspended to allow him to recover.
Whitmore then dodged up the right wing,
but was too heavily met. No direct attack
was made on the Navy goal. At half-time
the score was nil.

In the second half Hongkong again had most
of the defence; Kew in goal, however, was a wall
of defence. Cooper, Ansell, and Williams
played a much better game in this half, and
Bonnar continued well to the fore. Hodgson,
the Navy's outside right, did exceptionally good
work throughout. Kew altogether made five
good saves. Danby brought the ball up the left
wing, but Whitmore lost the advantage by mak-
ing a bad kick when within a few yards of goal.
Williams then scored a goal for the Club.
Murphy, the Navy's half, got the worst of a
collision, and play was suspended for a short time.
At whistle the game was—H.K.F.C. 1—0.
Mr. Frank Brown was referee.
The Club played one man short.

ROYAL HONGKONG YACHT CLUB.

The race for the Commodore's Cup will
be sailed on Saturday, the 16th inst. Start
1 p.m. over either of the two following
alternative courses. The selected course will
be posted in the Club before 11.30 a.m. on
the day of the race, and be indicated at the
starting point by a notice in large letters.
Course 1:—
Course 2:—
Rock 1 mile S.W. of Cowchoan (Post)
Course 2:—
Mark boat in Quarry Bay, Kowloon Rocks,
East Rocks buoy, Channel Rocks (all to port).
No time limit for finishing. Handicap—

Vernon	...	Scratch
Ellyott	...	Min Secs
Dione	...	2 15
Alannah	...	6 mins
One-designers	...	10 mins
Iris	...	15 mins
Gloria	...	15 mins
Chanticleer	...	17 mins
Dorcas	...	17 mins

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE NORTHERN CRISIS.

Kobe, 5th January, 3.25 p.m.

OMINOUS STEP—"PRACTICALLY A
STATE OF WAR."

The Japanese War Office Department has
issued to-day an official notification pro-
hibiting the newspapers, until further
notice, from publishing the movements of
troops or anything in any way calculated to
disclose the strategic plans of the Japanese
Army or Navy.

This step shows that the Japanese
Government regards the situation as practi-
cally amounting to a state of war.

London, 5th January, 11.00 a.m.

NAVAL ACTIVITY.

Five Russian destroyers have left Malta
for the Far East. The Sebastopol squadron
has also received orders to leave for the
same destination. The Italian warships
Marco Polo, Doga, and Umbria are also
leaving for the East.

All Japanese officers in Germany and
Italy have been recalled.

THE SECOND TEST MATCH.

London, 5th January, 11.00 a.m.

ENGLAND'S VICTORY.

England has gained a second victory over
the Australians in the Test Matches by a
margin of 185 runs.

REUTER'S SERVICE.

THE CHICAGO DISASTER.

London, 3rd January.

The funeral of a part of the victims of the
recent fire in Chicago took place yesterday; the
number of the victims is so great that funerals
will continue to-day and on Monday. The city
is plunged into universal mourning, and all
public institutions and shops are closed. Many
of the victims are still unidentified.

MEXICAN MONETARY COMMISSION.

London, 3rd January.

The Mexican Monetary Commission has
reported in favour of a gradual adoption of a
gold standard.

VICEROY ALEXIEFF.

London, 3rd January.

An Imperial ukase grants Admiral Alexieff
a special Viceroyal flag and accords him a
salute of twelve guns.

THE SITUATION IN THE FAR EAST.

London, 3rd January.

S. Petersburg still maintains silence.
Reports from Peking are extremely pessimistic.
The officers of the Russian Squadron at
Bisortia en route to the Far East gave a
brilliant reception yesterday evening, at which
the most cordial toasts were exchanged; the
French Resident expressed the unchangeable
affection of France for Russia. The squadron
leaves to-day for the Far East.

CORRESPONDENCE.

WASHING THE MARKETS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 5th January.

SIR,—I note that the Hongkong markets are
washed out in the morning, and I would like to
add that this practice leaves them in a most
disagreeable, sloppy condition for early pur-
chasers; traffic over the wet ground, also, soon
makes them in a very filthy condition. I am
not aware of there being any reason why the
markets should not be cleaned in the evening,
after the shops are closed; this would give them
time to get dry and respectable before morning.
—Yours, etc.,
C. D.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the
R.H.K.G.C.'s monthly meeting for January,
1904:—

CAPTAIN'S CUP.			
Mr. S. T. Reid	...	91	— 12 = 79
Mr. A. C. Butt	...	93	— 14 = 79
Mr. J. Johnston	...	95	— 5 = 90
Dr. Darrell	...	98	— 18 = 80
Mr. J. E. Lee	...	91	— 8 = 83
Mr. C. H. Grace	...	97	— 14 = 83
Mr. A. Brooks Smith	...	95	— 17 = 82
Mr. D. Story	...	102	— 18 = 84
Lieut. Wilson, R.N.	...	103	— 18 = 85
Dr. Drew	...	96	— 10 = 86
Mr. H. W. Shade	...	98	— 12 = 86
38 entries.			
POOL.			
Mr. A. C. Butt	...	91	— 14 = 77
Mr. S. T. Reid	...	91	— 13 = 79
Lieut. Wilson, R.N.	...	93	— 18 = 80
Capt. Harris	...	93	— 19 = 81
Mr. A. W. Campbell	...	92	— 7 = 85
29 entries.			

FOOCHOW.

[FROM OUR OWN CORRESPONDENT.]

Foochow, 31st Decem.

WARSHIPS' VISITS.

The reaction after race week finds dull
news. The U.S. cruiser Wilmington is here
for a week, and an excellent dance was given
in the Club to the officers, who kindly lent small
string band for the occasion. H.I.G.M. Anson,
Luchs has been and gone; whilst the panose
cruiser Takachiho arrived a week ago and still
here—rumour has it to protect the Russian
cable in case of trouble with Russ. We
noticed her sand-bags hung out all rad the
ship for an airing.

LOUISIANA PURCHASE EXHIBIT.

By the courtesy of the Commissioner Cas-
tens the contributions to be forwarded a week
to this exhibition from this port were view.
The lacquer furniture is by far the best item,
as it is the largest. Models of Chinese figures
and some very clever carved work are pro-
minent. But if what we saw repeats the
best work Foochow can produce we do not think
visitors to this exhibition will be impressed very
much. I understand it opens on the 15th.

FOOCHOW CAMERA CLUB.

The annual Loan Exhibition is the held
next month (January). Exhibits, cargo paid,
must be addressed to Hon. Sec. Foochow
Camera Club, before the 15th Jan'y, both
amateur and professional.

PAKHOI ATHLETIC SPORTS.

[FROM OUR CORRESPONDENT.]

The sports, which were announced some time
ago to take place during the festive season, came
off successfully on the afternoon of Christmas
Day, in most auspicious circumstances, though
the sun was probably a little too strong to be
comfortable for the competitors. The site
selected was a suitable piece of ground at the
rear of the British Consulate, kindly placed at
the disposal of the committee by F. Consul
Little. The arrangements throughout were
quite an improvement on those of previous
year. There was a spacious match erected for
the accommodation of ladies and chere, and a
separate booth for native gentlemen. The ladies
turned out in good numbers, and their presence
contributed not a little to the success of the
affair. Refreshments and cakes were liberally
served to all present, and the committee were
most attentive to the duty of lifting after
the comfort of one and all present. The number
of natives who also patrolled the
foreigners' sports was, needless state, very
large, so much so that it took out fifteen
Customs boatmen and as many "braves,"
lent by the commander of thearrison, to
keep the ground clear of the sea formed
by the crowd of native spectators.

The following were the results, with
results:—

1.—Menagerie Race (handicap), 50 yds. The
competitors wearing costume An extra
prize was given to the best costume, to
be approved by the ladies.
Master Johnston's goat ... 1
Miss Messy's goat ... 2
F. R. G. da Cruz and A. Williams, prizes
for best costumes.
2.—100 yards Flat Race (handicap).
G. E. Bell ... 1
E. Bulbrook ... 2
3.—Egg and Spoon Race, 50 yds.
F. R. G. da Cruz ... 1
T. Loureiro ... 2
4.—Long Jump.
E. Bulbrook, 15 ft. 5 in. ... 1
E. Durlach, 14 ft. 8 in. ... 2
V. Drayson, 13 ft. 4 in. ... 3
5.—Needle and Thread Race.
E. Bulbrook and Madame Yello, 1
6.—Three-legged Race.
T. Loureiro and V. Drayson ... 1
E. Bulbrook and R. Hen ... 2
7.—Stone and Bucket Race.
V. Drayson ... 1
F. R. G. da Cruz ... 2
8.—Wheelbarrow Race.
E. Durlach ... 1
C. E. Bell ... 2
9.—Obstacle Race.
V. Drayson ... 1
E. Durlach ... 2
10.—Tug-of-War—"Strongerous Weak."
8 a-side.
Mr. G. E. Bell and Mr. Durlach were
elected captains. The latter won the
toss, he had the advantage picking a few
"strong." In the tussle the teams appear-
ed to be well matched, each trying well his
ground for nearly a minute, when Mr. Dur-
lach's team began to drag the opponents inch
by inch to the finish. The struggle occupied
1 1/2 min.

Durlach's team ... 1
At the conclusion of the prize Mr. J. C.
Johnston, the new Commissioner of Customs,
on behalf of the committee presented to the
successful winners for the arrival of the
prizes, which had been ordered from Hong-
kong, announcing at the same time that the
distribution of prizes would be placed at his
(Mr. Johnston's) residence at the arrival of
the objects, and that a civic would be sent
round to invite all present to attend.

Judges.—Messrs. L. Flaye (French Consul)
H. A. Little (British Consul), Augustus Schom-
burg.
Starter.—Mr. F. J. Ahorn (Harbour
Master).
Executive Committee.—Messrs. J. C. John-
ston (Commissioner of Customs), H. von
Varnhagen (German Consul), J. H. Lowry,
Secretary to the Committee.—Mr. E.
Durlach.

PRIZE DISTRIBUTION.
The prizes having arrived the Hon. Sec. on the
26th ult. the committee invited the community to
meet at Mr. Johnston's residence at 4.30 o'clock
on the following Monday to witness the final
ceremony. The whole community answered to
the invitation, and about 5 o'clock Mr. Johnston
started to dispose of the prizes. To each of the
winners she spoke a few appropriate words, as
she handed them their prizes. Before the
company dispersed, cheer was given to Mrs.
Johnston for her kindness in distributing the
prizes, and for the committee well as to all
who contributed to the success of the sports;
and last, but not least, to the gentlemen who
liberally gave to the prize.

POLICE COURT.

Tuesday, 5th January.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

THEFT.

Lan Su, a marine hawk, was arraigned before Mr. Sercombe Smith, Police Magistrate, on a charge of being in possession of 2½ picul of opium, reasonably believed to have been stolen. The usual plea, "It was given to me, but I do not know the man who gave it to me," was only defence. The value of the opium was \$21, and the defendant was fined \$50, or months imprisonment.

FATHER AND SON.

Chong Sing charged his son with stealing \$25 from him, the father. Defendant asked nothing. His Worship asked complainant what character his son bore, and was told he was a very bad man and complainant had hoped His Worship would send him to jail. His Worship said, "And what do you think about a few hours' confinement in the lock-up? Complainant grow thoughtful for a moment, and then replied, 'No! I would like him to go in the stocks, as it would be a disgrace to me.' His Worship took a short view, and said 1 month's hard labour and 10 hours in the stocks."

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

UNLAWFUL BUYING.

Tong Si was charged with being in unlawful possession of a rickshaw, valued at \$20, the property of Tan Tsang. His defence was that he bought the rickshaw from a coolie for 60 cents. He did not know the coolie. He was a rickshawman. He had no witnesses, and had not made any entry of the transaction in his books. He bought the rickshaw on the 31st of December. He knew nothing about the body of the rickshaw; he only bought the wheels. Evidence was adduced to effect that the body of the rickshaw was found in the back of defendant's house. His Worship said he was sorry for the man who by his own fault brought himself within the pale of the law. He appeared to be a respectable man, but the fact that he offered such wheels for such a small price ought to have roused his suspicion, as he could not know that they must have been stolen. If it was a legitimate transaction in his shop, why should he have the least of it, strange that he should have no witnesses. He must be convicted, but the ends of justice would be met by a sentence of 14 days' hard labour. Immediately after this case was disposed of, Mr. H. W. Looker, solicitor, appeared in Court, and said he appeared in a case in which a man had been charged with unlawful possession of a rickshaw. His Worship said the case was fixed and the accused convicted. Mr. Looker said his Worship if he would reopen the case, as he was there to defend the accused. His Worship said he had convicted the man on sufficient evidence and refused to reopen the case. Mr. Looker then stated that the man knew he was engaged in the case for defence, and he thought that the case should have been kept back until the accused's legal representative appeared. His Worship said he had no means of knowing that anyone was to appear for the accused; it was not his duty to him, and he disposed of the case in the ordinary course. In reply to a question from Mr. Looker, His Worship said that had it been brought to his notice that a solicitor was to appear for the accused he would have kept the case back for his appearance. He did not know, and the case was now closed, and he refused to reopen it. Mr. Looker asked then for leave to appeal, but thought that in fairness to the accused the case should be reopened, and the cost of an appeal. His Worship said that he might make a formal application for leave to appeal. Mr. Looker said he did so.

THE KAISER'S VOICE.

A Berlin correspondent writes to us:—In the present circumstances I imagine you will be interested to hear something about the voice of our Kaiser. Well, his voice is remarkably strong and of an incomparable power. As is quite unusual with Royalty, he refers to read to others and very rarely to anything read to him. It often happens that he gathers a circle of his more intimate attendants to whom he reads incessantly hours from books, reviews and even newspapers. Very often long English and French passages are included in his selections; and as they hesitate to very distinct and pointed accentuation so as to be easily grasped by Germans, the air on his voice becomes all the more trying, but immediately after his reading the Emperor participates with great vivacity in the discussions that follow. I think hardly one of the gentlemen-in-waiting would be equal to such a severe imposition on his voice! Still, I often at the end of such an evening noticed the same freshness and the same sonorous ring in His Majesty's speech in the very beginning. This vigorous voice that so easily stands up to the greatest exertions is explainable only as part of his whole most powerful and hardened constitution. His Majesty enjoys a quite unusual strength of body, and this enviable gift of nature has been redoubled by years of regular and energetic activity and a wise system of living.

THE "EMPRESS OF INDIA" COLLISION CASE.

On the 29th ult., in H. R. M.'s Supreme Court, Shanghai, Sir H. S. Wilkinson, Chief Justice, delivered judgment in the suit instituted by the Imperial Chinese Government as owners of the Chinese cruiser *Wong Tai* (or *Quangtai*), against the owners of the British Royal Mail steamer *Empress of India*, the Canadian Pacific Railway Company, for damages by a collision on the night of the 17th August last, off the coast of China between the *Lanooks* and *Breaker Point*. The reading of the finding took three-quarters of an hour and occupies four and a half of the long columns of the *N.C. Daily News*. We only give therefore a summary of the earlier part of the judgment (in brackets), together with the concluding paragraphs, in full, both taken from the excellent report of our Shanghai contemporary.

[His Lordship first ruled that the vessels came within the rule that any vessel overtaking another shall get out of the way of the other, and that the burden of proof was on the defendants to show an excuse for the collision. This burden the defendants had endeavored to discharge by alleging that the mail steamer would have passed the cruiser at a distance of about a quarter of a mile had not the cruiser starboarded her helm in order to get out of the way of a junk, which was slightly on her (the cruiser's) port bow. This statement was put at issue by the plaintiffs and the evidence was very conflicting. The naval assessors were, however, clearly of opinion that the cruiser did not starboard, and after carefully considering their reasons and the evidence His Lordship concurred. This conclusion was supported by the plans put in and also by the record of time, from which his Lordship deduced that the collision could not have occurred in the way suggested by the defendants, and that the distance between the two vessels at the time the cruiser was alleged to have starboarded must have been considerably less than those on the *Empress of India* supposed. The evidence in regard to the junk was analysed closely and the assessors came to the conclusion that there was no junk at all, but that what was seen from the *Empress* was the horn of the fore part of the cruiser with the topmast lashed. As to the widening out of the starboard light of the cruiser on the mail steamer's starboard, which was another argument in favour of the theory that the cruiser had starboarded, the Court held that the first widening out to one point was explained by the two vessels being on parallel or almost parallel courses, while, as to the second widening, its cause was that the mail steamer was widening its course on a course that was converging with that of the cruiser, the two vessels being much nearer than was realised on the mail steamer. The statement entered in the *Empress's* log-book by a passenger represented in the Court's opinion what would present itself to a spectator in the overtaking vessel with regard to the overtaken vessel, the two vessels being on convergent courses. It was, however, no proof that the *Wongtai* starboarded.]

The finding then went on:—In the case of an overtaking steamer, it would appear to be quite sufficient to show that she did not keep out of the way, even if no specific fault could be shown on the part of the overtaking steamer. But in this case I find that the collision was brought about by the alteration of the course of the mail steamer at 11.34 as to cross the course of the cruiser, and the failure thereafter to keep a proper look-out. Counsel for the mail steamer dwelt upon the numbers who were on the look-out, but the look-out men having reported the light of the cruiser the responsibility for observing the subsequent course of the cruiser fell upon the officers on the bridge. The third officer had left the bridge to go his rounds before the alteration in the course, and did not get out on the bridge again until the order starboard half a point was given, and the commander was also away from the bridge shortly after giving instructions for the change of course. It is not suggested that the absence of the commander or of the third officer from the bridge was in itself wrong. The commander cannot be always on the bridge, and the third officer was absent in the usual course of his duty. But the result was that there was only the officer of the watch to keep a look-out on the movements of the cruiser, and it was all the more incumbent on him that he was hauling in his own vessel more closely to the course of the cruiser. I am satisfied after the most careful consideration that he did not keep a good look-out, and that the collision took place in consequence.

The alteration of the course is similar to that which formed the basis of the judgment in the case of the *Seaton* (9 P.D.1) and which was there held not to be justifiable. But if a good look-out had been kept the effect of the alteration would have been seen in time to prevent the collision. It is suggested by the assessors that the failure to keep a good look-out on the part of the officer of the watch may be partly accounted for by his attention being taken up with getting the ship steamed on her course and his eyes being fixed on the compass for some time at least. With that, however, the cruiser is not concerned.

I have assumed throughout that the parts of each vessel which first came into contact was the bluff of the port bow of the cruiser and the starboard side of the mail steamer forward. That is what was first seen by the commander of the mail steamer. The commander of opinion, and I quite agree with him, that the collision could not have taken place as stated in the preliminary act of the cruiser, that is, the mail steamer's starboard bow striking the cruiser's port-quarter. In the preliminary act of the mail steamer the parts of each vessel which first came into contact are the cruiser's bowsprit striking the starboard side of the mail steamer near the foremast head.

The commander of the mail steamer did not see the bowsprit strike, but there was damage done to it which it was supposed must have been done in that way. If it were material it might be necessary to consider the bowsprit. But it is not material to the question of liability. The statement of the commander of the cruiser in the preliminary act that the parts which first came into contact were the mail steamer's starboard bow and the cruiser's port-quarter is under the circumstances of more importance. Counsel argued that if it is found not to be correct the doctrine of *seculum allegata et probata* would apply. But the cruiser has alleged and proved the infringement of Article 21 of the regulations, and putting aside all the rest of their allegations, that, according to the judgment of the Privy Council in the *Hocking* and the *Levy* (7 App. Cas. 512), would entitle the owners of the cruiser to recover. But counsel further argued that the evidence given on behalf of the cruiser in favour of this allegation went to show that the other evidence given by the same witnesses was also trustworthy. But I think it right to say that the witnesses from the cruiser appeared to me to give their evidence truthfully, and the assessors are of the same opinion. The witnesses did not all agree as to the parts which first came into contact, and judging from their respective positions in which they were in contact with the *Empress* they might very well have been under the impression that the vessels struck where they said they did. Their evidence taken with the evidence of the commander of the mail steamer leaves a doubt whether the injury near the break of the foremast may not have been caused by one of the davits of the cruiser before the bulk of the vessels came into contact, and whether the angle at which they were to one another at that time may not have been caused by the bow wave of the mail steamer catching the stern of the cruiser, and swinging it round. But it is not necessary to pursue this enquiry further. Suffice it to say that having considered with the assessors the differences in the statements of the witnesses on this and other points which were relied on by counsel as discrepancies I have come to the conclusion that these are for the most part accounted for by the different positions in which they were placed, and that there is no reason to doubt their bona-fides.

I have referred to the death of the commander of the cruiser. I was sorry to hear the suggestion that he went down deliberately. It is not a single floating dock, except at Bermuda, which can receive a second-class cruiser. It cannot be that the problem of building such docks remains to be solved. British engineers make floating docks for all the world, and more than one firm is equal to the task of constructing such docks. The following will be of interest to shipowners:—Much cargo is now carried to and from the Peking Shanhaikwan and Tientsin railway lines, and duties will be levied on such goods. The following regulations, which have been in force some time, will be insisted on:—Sundry cargo, such as wines, provisions, furniture, to be transported into the interior must be passed through the native Customs, which will levy the inland duty of 2½ per cent. on the value, or half of the export duty according to the L.H. Customs tariff. One does not generally look for junks on junks, but such are to be seen on some of the native craft that visit Hongkong. In the instance of a craft that visit Hongkong, the junks, which go ahead, Chinese have used junks, which, by the way, they have copied from foreign-built craft, they have found them of great use. A junk, moreover, does not spoil the appearance of a junk, but has, if anything, a tendency to add to its picturesque appearance. STANDING OF H.M.S. "FLORA." H.M.S. *Flora* stranded on the 3rd of last month at Village Point, opposite Comox, during a fog. Her after-part was ten feet below water. The vessel lay at an acute angle with her bow held by rocks, and may be a complete wreck. It is said that the navigating officer's stores and 400 tons of coal were being removed. Admiral Bickford left for the scene of the mishap by special train, and the ship and the flagship *Grafton* and H.M.S. *Egeria* were to follow. H.M.S. *Flora* is a second-class cruiser of 4,300 tons, and carries a complement of 318 officers and men. She was commissioned at Devonport in November, 1902. Comox is a village on the east coast of Vancouver Island, 115 miles from Victoria.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

The following is the report for presentation to the shareholders at the seventh ordinary general meeting to be held at the office of the general managers, on Saturday, the 16th January at 11 a.m. Annex D we have the pleasure to lay before shareholders a statement of accounts made up to 31st December, 1903.

The gross earnings for the past year amount to \$18,538.10 and after deducting all expenses, remuneration to general managers, consulting committee's and auditors' fees, there remains a balance of \$ 0,171.98, which is recommended to be applied as follows, viz:—To pay to reserve fund \$ 9,000.00 To pay a dividend of 5 per cent. \$ 900.00 To carry forward to the credit of 1,171.98 next year's account. In accordance with the articles of association, Messrs. J. S. Van Buren, Chow Hing Kee, Chin Tung Shang, and J. H. Lewis retire, but are re-elected. Auditors.—The accounts have been audited by Messrs. A. O. D. Goudin and W. H. Potts, who are recommended for re-election. SHEWAN TOMES & CO. General Managers

Hongkong, 5th January, 1904.

The accounts are as follows:—

PROFIT AND LOSS ACCOUNT.	
	\$ c.
Charges	7,859.18
Consulting committee fees	4,000.00
Auditors' fees	200.00
Depreciation on office furniture, 1903	150.00
Balance	90,171.98
	\$107,381.16

BALANCE-SHEET.	
	\$ c.
Capital 200,000 shares at \$10 = \$2,000,000.00	
Less 100,000 shares = 1,000,000.00	
Issued	1,000,000.00
Reserve fund	10,290.00
Debentures at 5 per cent. outstanding	4,544.00
Sundry creditors	1,226.50
Due to general managers	50,000.18
Hongkong and Shanghai Banking Corporation	90,171.98
Balance of profit and loss	\$102,381.16

ASSETS.	
	\$ c.
Loans on provident system	\$73,022.18
On mortgages, shares, &c.	461,175.57
	1,193,197.75
Furniture, as per latest statement	\$650.00
Less depreciation	40.00
	500.00
Sundry debtors	8,108.61
Cash	1,075.70
	\$1,202,853.06

SHIPPING NOTES.

WEATHER OUTSIDE.

Fine weather is reported from all directions. N.E. monsoon continues.

U.S.S. RAINBOW.

The U.S.S. *Rainbow* arrived from Manila, with Rear-Admiral Slinger on board, yesterday. She has come for docking purposes.

A NEW CANTON BOAT.

With regard to the ever-increasing trade of the Canton river it is interesting to note that last month there was launched from the ship-building yard of Messrs Kwong Tung & Heung & Co. at Hongkong, a new twin-screw steamer named the *Ying King* intended for the Hongkong-Canton run. This handsome little ship, complete with every comfort for the travelling public, up to date in every respect, will very shortly be put in commission, and we understand that the late two popular heads of their respective departments of the S.S. *Tai On*, Messrs A. C. Arnold and J. S. Murray, are in charge of her, the one as captain, and the other superintending her powerful machinery. The *Ying King* should prove a valuable acquisition to the fast growing traffic of this important water-way.

NAVAL STORES.

Included in the cargo of the H. A. Linie s.s. *Syria* are a large quantity of naval stores. She has, also, 212 troops on board. The *Syria* arrived from Hamburg yesterday.

COURT OF ENQUIRY.

A Court of Enquiry was held at the Russian Vice-Consulate at Hankow on the 10th ult. to investigate the cause of the collision between the Russian steamer *Prokhor* and the N.Y.K. steamer *Tokai Maru* off Hakodate on the morning of the 21st of October. The decision was as follows:—We hold the Master of the *Prokhor* free from blame, and further consider the behaviour of the captain, officers, and crew of the *Prokhor* in saving so many lives deserving of the highest praise.

BANQUE ASHORE.

While on a voyage from Hongkong to New York the Swedish barque *Dharvar* went ashore near Ocean City, Maryland, according to a Central News telegram of the 3rd ult. to London.

A LOSS TO HONGKONG.

Manila's new floating dry-dock, when ready for use, will take a lot of trade away from Hongkong. These floating docks invariably seem to be a success, yet the British Navy has not a single floating dock, except at Bermuda, which can receive a second-class cruiser. It cannot be that the problem of building such docks remains to be solved. British engineers make floating docks for all the world, and more than one firm is equal to the task of constructing such docks.

DUTIES ON CHINA CARGOES.

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A TERRIBLE VOYAGE.

The British ship *Thorncliffe*, 1,002 tons, from Philadelphia, arrived at Sydney at the beginning of last month after a most exciting voyage of 165 days, during which she encountered terrible gales and narrowly escaped destruction. On September 9 the rivets began to start, causing an alarming leakage. The ship took to water steadily, through the sailors toiled unceasingly at the pumps for the remainder of the voyage, a period of two and a half months, during which the vessel made 8,000 miles. The situation was most critical, as only the donkey engine having been destroyed in the first gale. To the constant fight with the waves of water was presently added a new difficulty. The cargo began to shift dangerously, creating a heavy list, now to port, now to starboard, rendering the *Thorncliffe* at times nearly unmanageable. The ship pitched and rolled in the crew began to fear that they would never reach port. In anticipation of a catastrophe, the boats were kept constantly provisioned and ready for launching. Fortunately for the plucky crew their desperate struggle, which the maritime authorities extol as a feat of marvellous seamanship, was successful.

SHIP THAT VANISHED.

The four-masted ship *Alexandre*, of Shields, was lost in a gale in the English Channel. The captain of the *Dunkirk tug Atia*, which had the *Alexandre* in tow, reports that the tow rope broke, and soon afterwards there was a terrific squall of rain, which obscured the view. When the squall abated the *Alexandre* was not to be seen, and it is believed that she had foundered.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Ernest Simon*, Captain Charbonnel, with the next French mails, left Singapore for this port on the 4th inst. at 9 p.m., via Saigon.

The C.N. steamer *Ningpo* left Woonsoon and Chinkiang for this port on the 4th inst., and is expected here on the 7th inst.

The C.N. steamer *Cheong* left Singapore for this port on the 1st inst., and is expected here on the 8th inst.

The E. & A. steamer *Empire* left Sydney on the 3rd inst. for this port, via Queensland port and Manila.

The Ind-China steamer *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 4th inst., at 6 p.m.

The N.P. steamer *Tacoma* arrived at Victoria on the 3rd inst.

The N.P. steamer *Olympia* left Victoria on the 3rd inst. for Yokohama and the usual ports.

The P. & O. steamer *Palma* left Singapore for this port on the 5th inst., at 3 a.m.

The O.R.S. & C.M. steamer *Dardanus* left Shanghai on the 5th inst. a.m., and is due here on the 8th inst.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. AGHIE & CO., we are requested by them to Resum Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us. Inspection is invited to the New Stock now on view.

LONG, HING & CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD CENTRAL

Hongkong, 21st December, 1903.

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LATE TELEGRAMS.

[VIA SHANGHAI AND SIBERIA.]

RUSSO-GERMAN RELATIONS.

Berlin, 11th December.

In the Reichstag the Chancellor has expressed his regrets at the bitter attacks made by Herr Babel, the Socialist leader, against Russia. The opinion of Count Bülau is that the speeches made by Herr Babel are likely to give birth to feelings of satisfaction to the enemies of Germany and to the foreigners who endeavour to upset the good relations between Russia and Germany. But he is persuaded that the majority will be with him when he declares openly that such critics as Herr Babel represent neither the interests nor the desires of the German people.

THE BALKANS.

Belgrade, 11th December.

The dismissal of the Minister of Finance will have for result the dismissal of the entire Cabinet. Sarajeff, the Macedonian leader, leaves tomorrow for Paris, London and Italy.

Sofia, 11th December.

The Minister of War proposes to increase the army by the formation of three divisions of foot soldiers with headquarters at Dubinita, Jambolia, and Tournova.

Constantinople, 16th December.

It has been decided to appoint for the governorship of the Macedonian vilayets 64 foreign officers and 150 non-commissioned officers under the command of an Italian general.

Belgrade, 17th December.

M. Novakovich has proposed to the Skupstina to vote £20,000 for the refugees from Old Serbia and Macedonia.

WEATHER AT ODESSA.

Odessa, 11th December.

The whole town is under ice; neither the telegraph nor telephones will work, and traffic is impossible. There have been numerous accidents.

M. DE WITTE.

St. Petersburg, 16th December.

The Tsar has ordered Secretary of State Witte to remain a member of the Trans-Siberian Committee.

CHANGE IN THE SEA OF AZOV.

Kostefort, 16th December.

There has been a change in the bottom of the Sea of Azov. The banks at Taganrog are dry; the wind is carrying clouds of dust into the town; the foundries and tanneries, through shortage of water, have restricted work as far as possible. Ships are lying on their beam-ends in the port.

18th December.

News has been received of the damage done by the shrinkage of the Sea of Azov. Several steamers are stranded on their beam-ends. The steamer *Volga* is high and dry at the mouth of the Don and has been abandoned by passengers and crew.

INTERNATIONAL FRIENDSHIPS.

Paris, 16th December.

Preliminaries have been arranged between the French and Spanish Governments relative to a visit of the King of Spain to Paris, to take place probably in the spring.

Rome, 2nd December.

The Chamber by a majority of 184 to 40 has approved the conclusion of a treaty of commerce with Austria-Hungary.

FRANCE'S FOREIGN AFFAIRS.

Paris, 27th December.

The French Senate has voted the budget of the Treasury and of Foreign Affairs. M. Delcasse expressed his great satisfaction with the Russian Alliance, and the Arbitration Treaties with England and Italy. He declared that France wished to see Morocco independent; as concerns the Far East, he said that there was no reason to believe the alarmist news that was daily circulated.—Havas.

THE FAR EASTERN CRISIS.

Berlin, 18th December.

British statesmen maintain in opposition to the English Press—their conviction—that a peaceful solution of the Russo-Japanese question is still possible. They agree herein fully with the serene judgment of Foreign Affairs, and with the French Minister of Foreign Affairs, and with the latter declares that they have no reason to become weakened in their confidence in the Japanese Cabinet, which is taking a very firm position, notwithstanding all the alarming news of the newspapers. At the same time Russia is absolutely willing not only to go on with the negotiations in regard to Korea, but also to make concessions there. The repeated reports according to which Russia desires to close a loan in Berlin, and according to which a Russo-German separate agreement has been made in regard to the Far East, are just as baseless as the report of Japan trying to raise funds for military operations in New York.—O. Lloyd.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—On the 5th at 11.50a. The barometer has risen over Japan and S. China.

The anticyclone remains central over N. China, and pressure is lowest over NE. Japan.

Gradients moderate to rather steep with very strong monsoon along the China coast and over the N. part of the China Sea.

Forecast:—fresh to moderate N.E. winds; fair.



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NEW ADVERTISEMENTS

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A VARIED Assortment of TOOTH BRUSHES of Various Sizes—NAIL BRUSHES.

SHAVING BRUSHES.

SHOE BRUSHES.

Prices very moderate.

H. RUTONJEE,

No. 5, 11 Agular Street,

36 to 38, Elgin Road, Kowloon,

Hongkong, 6th January, 1914. [144]

GERMAN LESSONS given by a German Lady.

For further particulars, apply—

A. B.

Care of Daily Press Office,

Hongkong, 6th January, 1914. [148]

WANTED.

SITUATION as a GOVERNESS, HOUSEKEEPER, LAUNDRY, COMPTON or SALESWOMAN.

For further particulars, apply—

A. B.

Care of Daily Press Office,

Hongkong, 6th January, 1914. [147]

TO LET.

ON or about 15th February next, HOUSES in Kowloon at moderate rentals.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 6th January, 1914. [141]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 20th JANUARY, 1914, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1913.

The REGISTERED SHARES of the Company will be CLOSED on FRIDAY, the 15th JANUARY, to WEDNESDAY, the 20th JANUARY (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

A. SHELTON HOOPEL,

Secretary to the

Hongkong Land Investment and Agency Company, Limited.

General Agents for the KOWLOON LAND AND BUILDING COMPANY, LIMITED.

Hongkong, 6th January, 1914. [145]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NON-RESIDENT SHAREHOLDERS desirous of applying for Shares of the new issue are hereby notified that the time within which applications can be made has been extended for such shareholders living in the Far East to the 31st instant, and for such shareholders living elsewhere, to the 31st of March.

Interest at the rate of 9% per annum from the 4th instant, until payment, will be charged in respect of all such applications.

No further applications can be considered from resident shareholders.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 6th January, 1914. [149]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

SATURDAY,

the 9th JANUARY, 1914, commencing at 2.30 p.m., at the SALES ROOMS, 11, Duffell Street,

A QUANTITY OF

HOUSEHOLD FURNITURE

(Particulars can be seen from Catalogue).

Terms:—As Customary.

On View from Friday, the 8th JANUARY.

GEORGE P. LAMBERT,

Auctioneer.

Hongkong, 6th January, 1914. [150]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Charbonnel, will be despatched for the above ports on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th January, 1914. [12]

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain J. M. Williamson, having arrived from the above port, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Wanchai Stevedoring Company at Wanchai, where they are being stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on a date to be hereafter appointed.

Consignees of cargo will please note that before delivery can be obtained they must sign the General Average Bond which is lying at the Office of the undersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

General Agents,

American Asiatic S. S. Co.

Hongkong, 5th January, 1914. [148]

THEATRE ROYAL.

GRAND BOXING CONTEST

AT

CITY HALL.

TO-DAY (WEDNESDAY),

JANUARY 6TH, 1914.

MAIN EVENT

of Eight Rds. in which Charles St. Clair, MIDDLEWEIGHT CHAMPION OF BROOKLYN,

undertakes to stop one of our Local Amateurs in the Round as specified above.

PRELIMINARIES,

10 Rounds Contest between BERGEN, of H.M.S. Tamar; and NICHOLS, of H.M.S. Glory.

15 Rounds Contest between LEIGHTON, of H.M.S. Albion; and BUTLER, Derbyshire Regiment.

6 Rounds Exhibition between SAM NEWMAN, our Local Welterweight, and JAMES RYAN, of Pacific Coast Fane.

Doors open at 8 p.m. Commence 9 p.m.

United Prices, \$5, 3, 2 and 1.

Tickets to be had at Comptrollers, City Hall, and various Hotels.

SAM NEWMAN,

Manager.

Hongkong, 5th January, 1914. [27]

HONGKONG VOLUNTEER CORPS.

A CONCERT followed by a laughable farce

"TICKLISH TIMES"

will be given at the

THEATRE ROYAL, CITY HALL,

on

SATURDAY, JANUARY 10TH, 1914,

Commencing at 8 p.m.

PRICES—

Dress Circle \$3

Stalls \$2

Pit \$1

Reserved Seats may be booked at ROBINSON PIANO CO. on and after JANUARY 11th, 1914.

Under the patronage of H.E. MR. MAY, C.M.G., H.E. Major-General V. HATTON, C.B., and Rear-Admiral ROBINSON.

Hongkong, 6th January, 1914. [143]

HANG ON,

GENERAL STORE.

WINE AND SPIRIT MERCHANTS,

102, QUEEN'S ROAD CENTRAL,

HONGKONG.

HAVE always on hand a Large Assortment of PROVISIONS of every Description, MECHANICAL TOYS, ELECTRO-PLATE GOODS, GOSWITZ TRIEDER BINOCULAR GLASSES, PERFUMERY, &c., &c.

Customers are respectfully invited to inspect our Show Rooms.

ALL GOODS ARE MARKED

AND

PRICES FIXED.

Hongkong, 6th January, 1914. [142]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above ports on FRIDAY, the 8th inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO.,

General Managers.

Hongkong, 6th January, 1914. [151]

THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINS VALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded under notice to the contrary be given before Noon, To-morrow, the 6th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th January will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 11th January.

All Claims must reach us before the 15th January, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,

Agents.

Hongkong, 5th January, 1914. [152]

NOTICE.

THE date of Closing of Entries for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 28th December, 1913. [3580]

QUAN WAH & CO.,

GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1913. [204]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that 15-Pr. B. L. GUN PRACTICE will be carried out from close to the 3rd Mile Stone under Mount Davis in a South-Westerly direction at Ranges from 800 to 1,800 yards.

Practice will commence at 4 p.m. on SATURDAY, January 9th, if the range is clear.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 4th January, 1914. [129]

ENTERTAINMENT

THEATRE ROYAL.

BOXING! BOXING! BOXING!

at

CITY HALL,

on

SATURDAY,

the 9th JANUARY, 1914.

When the following Men are to Meet—

(Heavy Weights) JOSEPH, R.M.A., of Albion, versus MURPHY, A.M., of Vengeance, (Runner-up of Heavy Weight Championship of Mediterranean) in a 10 Rounds Contest for a Purse.

(Feather Weights) CHANE, R.M.L.L. of Vengeance, versus CHUCKE, L.S. of Ocean, in a 10 Rounds Contest for a Purse.

(Bantam Championship) of China Station (Bantam Champion) versus MICKLEY LACEY, of Vengeance (Champion of Mediterranean Station), will box the best of 20 Rounds for the Championship of China Station, these two lads having already met and fought a draw for this championship at Yokohama.

(Welter Weights) S.T. THOMPSON, of Vengeance (Welter Champion of Mediterranean and China Stations), versus TED SMITH, of Eclipse, Contest 6 Rounds for a Purse.

(Middle Weights) BERGEN, of Tamar, versus S.T. LYNN, of Vengeance, 6 Rounds at Catch Weight for a Purse.

(Light Weights) FOX, of Vengeance, versus NIGGEB TAKKAN, of Eclipse, 6 Rounds Contest for a Purse.

Several more well-known boxing men will be on the spot, and if time allows PARKER, of Ocean, would go versus TURNER, of Albion, or TERRY ARMSTRONG, of Vengeance.

Mr. C. C. ST. CLAIR, the well-known Middle-weight (or light heavy weight) professional champion, has consented to referee the events.

A Limited number of Stage Tickets at \$5.

Prices—\$1, 2, 3 and 4.

Tickets can be obtained at COMPTROLLER'S OFFICE, CITY HALL, Naval Cantonment, of Mr. V. KUSTER, Boxing Manager, at New Victoria Hotel, or W. J. MANSEY, promoter. Doors open at 7.15, to commence at 8 p.m. sharp.

H. GOW,

General Manager.

Hongkong, 4th January, 1914. [118]

MUSIC.

RAPID Tuition given on the BANJO, VIOLIN, &c. Terms moderate.

L. A. DE GRACA,

88, Peel Street, or

Care of Daily Press Office.

Hongkong, 11th August, 1913. [85]

DANCING.

MRS. DONALDSON (Daughter of Professor F. E. WALLACE, of Rosemount Dancing Academy, Glasgow) has pleasure in advertising a SECOND BEGINNERS' CLASS to open in the CITY HALL shortly.

Practice twice weekly—Fee \$10 a month.

Address—

51, WONG-NEI-CHONG ROAD.

Hongkong, 1st January, 1914. [103]

NOTICES OF FIRMS

WE have authorised Mr. L. M. H. BOISSEREE to sign our Firm from this date.

LUTGENS, EINSTMANN & CO.

Hongkong, 1st January, 1914. [115]

NOTICE.

MR. HARRY W. HINE is authorised to sign our Firm by procuration from this date.

ROWE & CO.

Canton, 1st January, 1914. [113]

NOTICE.

THE PARTNERSHIP between Mr. VICTOR H. DEACON and myself having expired I shall carry on my business in future at No. 2, WINDHAM STREET, (Old German Club premises).

JOHN HASTINGS.

Hongkong, 4th January, 1914. [114]

NOTICE.

THE PARTNERSHIP hitherto existing between myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my business will in future be carried on under the Firm name of DEACON LOOKER and DEACON.

VICTOR H. DEACON,

10, Queen's Road.

Hongkong, 1st January, 1914. [117]

NOTICE.

THE interest and responsibility of Mr. STEPHAN EDUARD WARNEKEN in our Firm Cessed on the 30th of June last, by mutual agreement.

SIEMSEN & CO.

Hongkong, 1st January, 1914. [106]

NEW STORY

THE WOMAN OF THE DERELICT, BY GUY BOOTHBY.

THIS STRANGE LOVE STORY, written by the popular author of "DE. NIKOLA" and other novels, which are well known to all readers of fiction, will be published as a serial in the Hongkong Daily Press.

The first instalment appears TO-DAY (WEDNESDAY), the 6th inst.

Hongkong, 1st January, 1914. [110]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

W. PARLANE, Manager.

Hongkong, 16th November, 1913. [57]

NOTICE OF REMOVAL.

THE Business of AH MEN and HING CHEONG & CO., Tailors, will be CARRIED ON from the 17th inst. at No. 4, QUEEN'S ROAD CENTRAL, opposite to the Consang Hotel.

Hongkong, 5th January, 1914. [128]

PUBLIC COMPANIES

THE CANTON-HONGKONG ICE AND COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the above Company will be held at the REGISTERED OFFICE of the Company, 31, Queen's Road Central, Hongkong, TO-MORROW (THURSDAY), the 7th day of JANUARY, 1914, at 12 o'clock Noon.

CHAN A. TAK,

Secretary.

Hongkong, 19th December, 1913. [3501]

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LTD.

THE SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 14, Des Voeux Road, on SATURDAY, the 16th JANUARY, 1914, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1913, declaring a dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 10th January, 1914, to SATURDAY, the 16th January, 1914, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 5th January, 1914. [139]

WANTED.

SALESMAN for Canton by German Import Firm.

Apply by letter to—

BOX 630,

Care of Daily Press Office,

Hongkong, 5th January, 1914. [125]

WANTED.

BY an Englishman, COMFORTABLE BOARD and LODGING with a respectable European family (NOT BOARDING HOUSE) in a healthy part of Hongkong. Reply, stating terms, etc., to—

"K. 29"

Care of Daily Press Office.

Hongkong, 31st December, 1913. [3586]

A GENTLEMAN can have BOARD and RESIDENCE with a Private Family in Kowloon. Good Locality.

Apply to—

BOX 620,

Care of Daily Press Office,

Hongkong, 1st January, 1914. [109]

NOTICE.

AN OLD ALLENYIAN DINNER will be held on WEDNESDAY, the 13th JANUARY, 1914, at the HONGKONG HOTEL.

The undersigned will receive names of any Old Alleynians who have not yet been communicated with.

H. ARTHUR,

Care of Messrs. Jardine, Matheson & Co.

Hongkong, 30th December, 1913. [3592]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1913. [39]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS Coloured, Write-Away Cards, &c., For Sale at GRACA & CO.'s Stall at Hongkong Hotel Corridor.

Also

Used and Unused Foreign and Colonial POSTAGE STAMPS in Sets, Packets or Single. King Edward VII Albums. Catalogues, Hinges, &c., &c., &c.

Inspection invited.

Hongkong, 12th June, 1913. [872]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 36, Elgin Road, Price 15 cents per copy each.

Hongkong, 22nd December, 1913. [3518]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,

27, DES VOEUX ROAD CENTRAL HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1913. [2490]

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE above Company beg to inform their Customers that every Inspector, on reading a meter for the monthly account, should leave a slip with the consumer denoting the index be records.

The Company earnestly hope that Customers will at once Check the Figures with the meter index for themselves and report any error or failure to leave the notification of the reading at once to the undersigned.

GEORGE CURRY,

Local Secretary.

Hongkong, 4th January, 1914. [113]

BANK

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tels. 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BEILIN.

BRANCHES: Calcutta, Hankow, Tientsin, Tsingtau (Kiautschau).

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DES DISCONTES GEBLIESCHT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 4th October, 1913. [24]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....21,500,000

SUBSCRIBED.....1,125,000

PAID-UP.....562,500

RESERVE FUND.....69,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2% per annum on the Daily balance

On Fixed Deposits—

For 12 months.....4 1/2%

" 6 ".....4%

" 3 ".....3 1/2%

EVAN ORMISTON,

Manager.

Hongkong, 23rd May, 1913. [23]

THE BANK OF TAIWAN (FORMOSA) LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORISED CAPITAL.....Yen 5,000,000

PAID-UP CAPITAL....." 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.

HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street).

BRANCHES:—AMOI, KOBE, TAINAN.

HONGKONG—INTEREST ALLOWED.

On current account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum

" 6 " 4 1/2% "

" 3 " 3 1/2% "

" S. SHIGEMURA, Manager.

Hongkong, 2nd February, 1913. [1301]

INTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits, Gold \$7,992,173.37—about £1,640,000.

Capital and Surplus authorised, Gold \$10,000,000—£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.

LONDON OFFICE: THE BARNARDIST HOUSE, E.C.

Branches at SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, and Agents all over the World.

London and Continental Bankers:—NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.

CREDIT LYONNAIS, DISCOUNT BANK, COMPTOIR NATIONAL D'ESCOMPTES DE PARIS, &c.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH: 20, DES VOEUX ROAD CENTRAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 15th December, 1913. [2857]

RUSSO-CHINESE BANK.

ORGANISED UNDER IMPERIAL DECREE OF 10th DECEMBER, 1895.

CAPITAL.....Roubles 15,000,000

CAPITAL contributed by CHINESE GOVERNMENT.....5,000,000 Kouping Tels. (EQUIVALENT TO.....£2,150,000 Stg.)

RESERVE FUND.....Roubles 2,080,000

SPECIAL RESERVES.....Roubles 1,700,000

HEAD OFFICE—ST. PETERSBURG.

BRANCHES AND AGENCIES.

Andijan, Khabarovsk, Port Arthur, Batoum, Khokand, Samarland, Blagovestchensk, Kishiochi, Shanghai, Baidibei, Kirin, Stretensk, Boukhara, Kobe, Tachkent, Bishkek, Krasnoyarsk, Tachita, Kwantchen, Thongtonghak, Chafoo, Moscow, Tientsin, Ekeles, Moukden, Nagasaki, Taitseike, Hakodate, Nankow, Verkhneindinsk, Harbin, Nikolajeff, Vornij, Hankow, Oulissiat, Vladivostok, Irkutsk, Ourga, Yokohama, Kalgan, Paris, Zeiskaisa, Pristan, Kashgar, Peking.

BANKERS: LONDON—Glyn, Mills, Currie & Co. PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas. BERLIN—Mendelssohn & Co. HAMBURG—M. M. Warburg & Co. VIENNA—K. K. Priv. Oesterr. Credit Anstalt fur Handel Gewerbe. AMSTERDAM—Lippmann, Rosenthal & Co.

Local Bills discounted. Special facilities for Russian exchange. Foreign exchange on the principal cities of the world bought and sold.

HONGKONG BRANCH: (TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCES' BUILDINGS ARE BEING BUILT, VICTORIA HOTEL BUILDINGS, 100 House Street.

Hongkong, 14th July, 1913. [21]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£200,000

RESERVE LIABILITY OF SHAREHOLDERS.....£200,000

RESERVE FUND.....£725,000

INTEREST allowed on Current Account at the rate of 2 1/2% per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 1/2% "

" 3 " 3% "

T. P. COCHRANE,

Manager.

Hongkong, 18th May, 1913. [97]

BANKS

HONGKONG SAVING BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on CREDIT DEPOSIT at 4 PER CENT. per annum

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1912. [26]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$100,000

RESERVE FUND—STERLING RESERVE.....\$10,000,000

SILVER RESERVE.....6,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$100,000

THE "APOLLO" PIANO- PLAYER

MAKES
MUSICIANS
OF US ALL
Price \$450 up.

HIRE OR CREDIT

10,000 PIECES TO SELECT FROM.

JUST ARRIVED, THE LATEST

VICTOR TALKING MACHIN

WITH TAPERING ARM.

THE
ROBINSON
PIANO
CO. LTD.

Hongkong 6th January, 1904. [3333]

SIEN TING.

SURGEON DENTIST,
No. 10, DAQUILAR STREET.

TERM VERY MODERATE

Hongkong, 1st March, 1903. [623]

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest.

Profusely illustrated, descriptive of the

people, Customs, etc., of the Far East.

The kindly illustrations, both Continental

and American, that the production of this

Magazine has cost is eloquent testimony of

the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD

OFFICE, Shanghai;

Messrs. KELLY & WALSH

Hongkong;

and all leading Booksellers in the Far East

Hongkong, 1st February, 1903.

AUTOMATIC MAUSER

PISTOLS.

CALLING 743 m.m.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [54]

NO. ON SALE.

A BOOK FOR THE GLOBETROTTER.

"FROM HONGKONG TO CANTON

BY THE PEARL RIVER."

BY

CAPTAIN C. V. LOYD (S.S. "HANKOW")

With Illustrations, Maps and Plans.

Price \$2.25

On Sale at—

Hongkong: "DAILY PRESS" Office,

Messrs. KELLY & WALSH,

Messrs. BREWER & CO.

Canton: Messrs. A. S. WATSON & CO

Hongkong, 9th October, 1903. [283]

TO LET.

FOR six months from 1st of May, on the

Island of Lunkung-Tau, Wei-Hai-Wai.

ONE SIX ROOMED FURNISHED BUN-

GALOW with wide verandah and garden, sea

frontage. Everything except Linon and Silver.

Rent \$15 650, for term.

Apply—

R. T. MATHESON,
Wei-Hai-Wai.

Hongkong, 5th January, 1904. [134]

TO LET.

THREE LARGE WELL FURNISHED

BED ROOMS from 4th January, 1904.

Healthy and select locality. Rent \$40 per

month each.

Apply—

X. Y. Z.,
Care of Daily Press Office.

Hongkong, 31st December, 1903. [81]

TO LET

HOUSE No. 2, QUEEN'S GARDENS as
from 31st December, 1903.
Apply—
Messrs. JARDINE, MATHESON & CO.
Hongkong, 12th December, 1903. [77]

TO LET

SIX ROOMED HOUSE at PEAK (Fur-
nished) from 1st April, 1904.
BISHOP'S LODGE (PEAK).
"THE EYRIE" (PEAK).
No. 4, CAMERON VILLAS (PEAK).
"WESTWARD HO" BONHAM ROAD.
"ALEXANDRA" BUILDINGS, Rooms
on the Top Floor.
"CRINGLEFORD" ROBINSON ROAD
(Furnished), for 1 year from 1st April, 1904.
No. 2, MATHESON STREET, Wanchai
(Godown).
Apply to—
LINSTED & DAVIS,
Hongkong, 24th December, 1903. [79]

TO LET

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAGHT,
163, Wanchai Road.
Hongkong, 3rd December, 1903. [78]

HOUSE TO LET AT MACAO.

LARGE and COMFORTABLE HOUSE
facing the Avenida Vasco da Gama, with
Garden and out-houses.
Apply to—
LUIZ EUSEBIO DA SILVA,
Macao, 23rd December, 1903. [344]

TO LET

FIRST and SECOND FLOORS of No. 34,
Queen's Road Central, opposite the
General Post Office, after March 3rd, 1904, at
present occupied by Messrs. Powell & Co., and
the Commercial House. This house is
especially suitable for people who are seeking
places for hotel purposes.
Please apply to—
YEE SANG FAT,
at the above address.
Hongkong, 29th December, 1903. [80]

TO LET

2ND and 3RD FLOORS, No. 35, QUEEN'S
ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET

FINE FRONT OFFICE on Queen's Road
Central, can be occupied at once.
Apply by letter to—
BOX 600,
Care of Daily Press Office.
Hongkong, 14th December, 1903. [78]

TO LET

NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION,
Hongkong 1st July, 1903. [72]

TO LET

NO. 1, RIFON TERRACE (the FLATS).
No. 4, RIFON TERRACE.
No. 15, WONG-NEI-CHONG ROAD,
facing Race-course.

FLATS in MORETON TERRACE, facing the
Polo Ground.

OFFICES in course of erection, CONNAUGHT
ROAD (near BLACK PIER).

GODOWNS No. 3A, BLUE BUILDINGS,
GODOWNS, PRATA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st December, 1903. [75]

TO LET

"HARPERVILLE" and Grounds,
GARDEN ROAD.
No. 33, CONDUIT ROAD, Six rooms,
Tennis Court.

HOUSE in CAINE ROAD in FLATS.

No. 6, ROBINSON ROAD.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker.
Hongkong, 4th January, 1904. [73]

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"

2 & 4, KENNEDY ROAD,

and

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort.

Well furnished rooms facing the harbor.

For terms, apply to—
MRS. G. SACHSE,
"St. George's House,"

Hongkong, 17th March, 1903. [632]

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th March, 1903. [2826]

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine

and Accommodation.

Apply—
MANAGERESS,
Macdonnell Road

or
FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

M. MATTHAEY.

PRIVATE BOARD AND RESIDENCE.

14, QUEEN'S ROAD CENTRAL

(Entrance by Zetland Street),

Opposite Messrs. Kelly & Walsh, Booksellers.

Hongkong, 11th July, 1903. [198]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1892.

THE WOMAN ON THE DERELICT, BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL,

BY
GUY BOOTHBY
(Author of "Dr. Nikola," "My Indian
Queen," &c., &c.)

CHAPTER I.

Bless my soul, how clearly it all comes back
to me! Years have gone by since it happened,
yet it is so fresh in my memory, that it seems as
if it were but yesterday. I've seen some
curious things one way and another in my time,
but I think my own love story is about the
most curious of them all. I remember when
I was only a scrap of a boy how I used to tell
myself stories, and hoped that, when my time
should come to fall in love, it would be in a ro-
mantic fashion. Little did I imagine how ro-
mantic it was destined to be. Have patience
with me, and I will do my best to tell you about
it. You must, however, remember that I'm not
much of a fist with a pen. I'm better at doing
a thing than writing about it. Let that be as it
may, however, you shall have the story for what
it is worth, and then if it does not come up to
expectations, I shall at least have the satisfac-
tion of having tried to do my best. More than
that no man can do.

To begin with, let me say that I have been
knocking about the world ever since I was a bit
of a boy. As a matter of fact I ran away from
school in order to go to sea, and a precious hard
time I had of it. I was twice wrecked before I
was eighteen, and on the last occasion came
very near to losing my life. However, that's
neither here nor there. I didn't lose it, or I
shouldn't be spinning this tale now. What do
you think? But let us start fair and see what
we can do.

I'm willing to confess that from my earliest
childhood I always had a longing to visit the
Southern Seas. So far as I was concerned it
was "The Home of Romance," the World's
Fairland in fact! I dreamt continually of
enchanted islands, of maidens more than fair,
of pleasant sea fronts, where the palm trees rustle
their leaves, the sand upon the beaches is
always warm, and the little waves creep in as if
they are afraid that their noise will break the
stillness and the general harmony.

As a matter of fact, I put in eight years of
that sort of life, as you shall presently hear, and
then I thought I'd earned a holiday. I wonder
if you know what a holiday means to a man
who has been working, morning, noon, and
night, for eight long years? There's not much
fun in work that keeps you at it like that, I can
assure you.

It was on the 23rd of July, never mind in
what year, that I left Sydney in the sailing ship
"Hulket," bound for London via the Cape.
What I was going to do in England when I got
there I did not know, neither, I'm afraid, did I
very much care. All my people, and by my
people I mean my own immediate relatives,
were dead, so that I could expect nothing in the
way of amusement or hospitality from them.
However, I had made up my mind to go, and
go I accordingly did. I suppose Fate must have
had some hand in the matter; at any rate,
looking back at it now, I know that I could not
have done a better thing to promote my own
happiness. If you can manage to struggle
through the yarn I've set myself to spin, you
may or may not agree with me. I think at the
end of it all you will admit that I am right.

We were in the doldrums—and if you want
to know what boredom means try what they can
do for you! A stagnant sea—without a ripple—
a surface smooth as glass—and not enough
wind to make even a caudle flame flicker; the
sails hanging limp upon the yards, and the
broiling sun beating down upon the decks, till
the very pitch bubbles in the seams! Never
until that time did I realise the truth of what
Coleridge's "Ancient Mariner" said—

"The very deep did rot: O Christ!
That ever this should be!
Yea, slimy things did crawl with legs,
Upon the slimy sea."

Taking one thing with another, I don't suppose
there is anything more monotonous in this
world than to lie, day after day, sluggishly
rolling on what would otherwise be considered a
smooth sea. No one seems to care to do any-
thing save to lol in deck chairs, and to pray for
the breeze that does not come; every amuse-
ment has long since palled, the Bull-board
knows not a single rotary, while the Quoit peg-
stands neglected in the shadow of the companion
hatch. It is a time when tempers are not to
be trusted, when the smallest spark is sufficient
to kindle a conflagration. We were not a par-
ticularly interesting company at all. The skipper
was a pompous little man, standing scarcely
more than five foot two in his patent leather
shoes, which, by the way, he wore even in the
tropics. He was a great martinet, and seemed to
entertain the notion that, so far as the other sex
were concerned, his charms were irresistible. He
had one other failing, if by that word I may
describe it, and that was an inordinate love of
scent. The chief mate was a burly Scotchman,
a good seaman, though somewhat too slow for
my fancy. The second and third were decent
young fellows, who call for no special descrip-
tion. The only passenger numbered eight,
including myself; an elderly Australian squatter,
named Macpherson, and his wife, who were
visiting England after forty years' absence; a
Miss Playden, a lady about thirty years of age,
who had been a governess in Melbourne, and who
was going home to be married to a country par-
son, whose photograph she carried continually
about with her. I heard afterwards, quite by
chance, that the match never came to anything,

he having married somebody else whilst she was
on the high seas.

A "frolisome" and rather pretty widow, with a
daughter who looked almost as old as herself,
gave a little life to the party, as I'll prove to
you directly. There was also a young gentleman,
with his tutor, who had gone out in the ship for
his health. They call for no especial remark, save
that the tutor gave himself insufferable airs upon
the strength of his University experiences, and
ruled his charge with a rod of iron. Early in the
voyage, he got it into his head that the fascinat-
ing widow was setting her cap at him, and as
the captain had developed a similar notion, we
lookers-on prepared ourselves for an amusing
comedy. The two quarrelled on every possible
occasion, until we began to fear that the conse-
quences might in the end be serious. The lady
herself pretended to be unaware of the trouble
she was causing, though it was easy for us to see
that in reality she did not take the least interest
in either of them, but was playing one off
against the other for her own amusement.

Having described the others to you, I suppose
I should attempt to give you some notion of my-
self, John Bramwell, at your service. At this
time I was just past my thirty-fifth birthday,
stood about six feet in my socks, was not over-
burdened with good looks, and, as I have
told you, had been knocking about the world for
more years than I cared to re-
member. I have already said that my parents
were dead. My father had been a lawyer in a
small country town, and I am sorry to say had
not made much of a success at it. He was a deli-
cate man, and my mother's death, which oc-
curred three years after I left home, proved such
a blow to him that he never recovered from it,
and eventually died, leaving me a hundred
pounds and just enough over to settle his debts
and funeral expenses. After considerable delay
the money was remitted to me in Australia, in
which country I had just arrived from San
Francisco. By this time I had got my second
mate's certificate. Grieved as I naturally felt at
his death, the blow was somewhat softened by
the knowledge that he had always been an
invalid, and that since my mother's death he
had taken little or no interest in his profession
or indeed in life itself.

(To be continued.)
THE EASTERN EXTENSION AUSTRA-
LASIA AND CHINA TELEGRAPH
COMPANY, LIMITED.

REFERRING to the notice of the 25th
September last, the senders of telegrams
are hereby advised that, from the 1st of
JANUARY next, the charges for telegrams
will, subject to revision after three months, be
collected at the rate of FORTY-FOUR
CENTS to equal One Franc.

J. M. BECK,
Superintendent.
Hongkong, 21st December, 1903. [350]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.

On and after the 1st January, 1904, com-
mencing with s.s. "COROMANDEL" from
Shanghai on 12th January, and Hongkong on
16th January, the Passage Rates will be by
Mail steamers:

First Saloon	Second Saloon
To London £65	£44
To Marseilles £81	£42
To Brindisi £81	

Return tickets are issued at a fare and a half
available for 2 years.

The proposed sailings are:—
Departure from Hongkong Connecting at Colombo
S.S. "Coromandel" January 16th S.S. "Himalaya"
S.S. "Bengal" January 30th S.S. "India"
S.S. "Malta" February 13th S.S. "Moldavia"
S.S. "Chusan" February 27th S.S. "Arcadia"
S.S. "Ballarat" March 12th S.S. "Australia"
S.S. "Coromandel" March 26th S.S. "Oceana"
S.S. "Sunda" April 9th S.S. "Mongolia"
S.S. "Bengal" April 23rd S.S. "China"
S.S. "Malta" May 7th S.S. "Himalaya"
S.S. "Chusan" May 21st S.S. "Marmora"

Good accommodation can be arranged on
booking, in the connecting steamers at Colombo,
which now include the new steamers "Moldavia,"
"Mongolia" and "Marmora."

INTERMEDIATE STEAMERS.

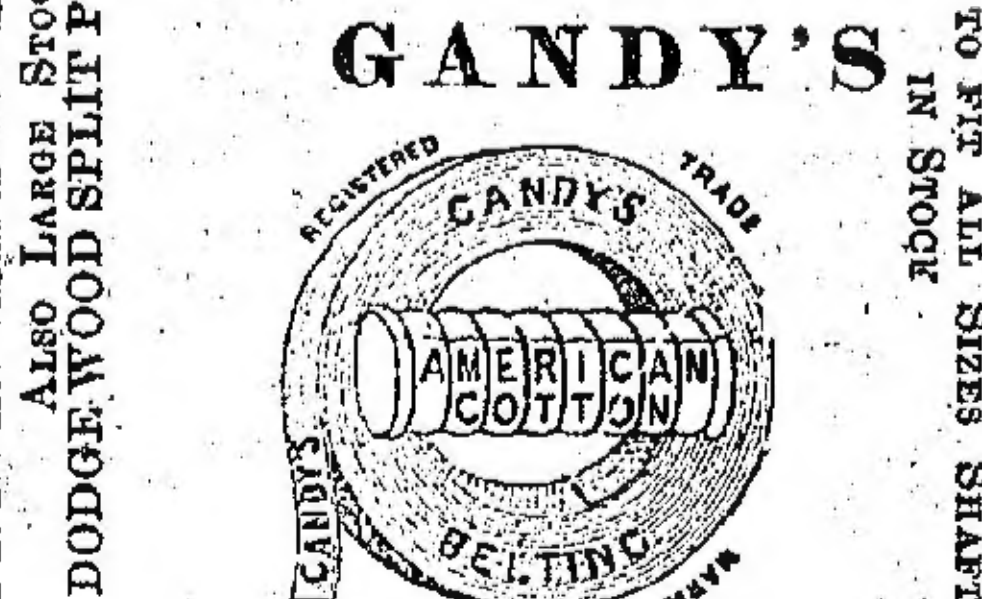
The revised rates of passage by these steamers
are now: To London 1st Saloon £50, 2nd Saloon
£35.

Return tickets available for 2 years can now
be issued at a fare and a half.

When these steamers call at Marseilles,
tickets can be issued to that port at £46 First
Saloon £33 Second Saloon.

E. A. HEWETT,
Superintendent.
Hongkong, 9th December, 1903. [3492]

THE BEST
THE OLDEST
THE CHEAPEST
BELT IN THE WORLD
IS
GANDY'S



"THE GANDY BELT,"
ENGLAND.

SOLE AGENTS:
LUTGENS, EINSMANN & CO.,
HONGKONG.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all sizes, Nos. 10 to 55 GRAIN. AIR GUNS and
AMMUNITION in variety.
WM. SCHMIDT & CO.
Hongkong, 23rd November, 1902. [11]

Superb Skin
is obtained and maintained by using
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
(DARTRING TOILET 'LANOLINE'
is reliable to use.)
(DARTRING 'LANOLINE' TOILET SOAP.)
Demand the genuine:
Wholesale:
57, Holborn Viaduct, London, E.C.1.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE
COMPANY.
ESTABLISHED 1833.

INCOME 1902	TOTAL ASSETS AS PER BALANCE SHEET 1902	TOTAL CLAIMS PAID
£ 2,731,301	10,773,237	41,331,183

POLICIES issued by:— Wm. MEYERINK & CO., Agents.

Hongkong, 1st January, 1904. [111]

SAW-MILL AND TIMBER-WORK MACHINERY.

KIRCHNER & CO. A.G., LEIPZIG-SELLERHAUSEN
LARGEST FACTORY OF THIS KIND IN THE WORLD.

OVER 100,000 MACHINES SUPPLIED.

CHICAGO 1893: 2 PRIZE MEDALS, 7 DIPLOMAS; PARIS 1900: GRAND PRIX AND DEG.
DE LA LEGION D'HONNEUR.

ONE OF THE PROPRIETORS (AN EXPERT) WILL COME TO HONGKONG
AT THE BEGINNING OF 1904.

We beg to direct all inquiries to
KIRCHNER & CO. CARE OF GERMAN CONSULATE, HONGKONG.
[3528]

BUTTERFIELD & SWIRE,

Agents

LONDON AND LANC

SHIPPING.

ARRIVALS.
 Jan. 4. AMARA, British str., 2,481, Williamson, Manila 1st January, General.—SHEWAN TOMES & CO.
 Jan. 4. HUE, French str., 705, Godinas, Haiphong and Port 3rd January, General.—A. R. MARY & CO.
 Jan. 4. RUBI, British str., 1,611, R. W. Almond, Manila 2nd January General.—SHEWAN TOMES & CO.
 Jan. 5. AMARA, British str., 1,565, C. J. Matlock, Moji 31st Dec., Coal.—JARDINE, MATHESON & CO.
 Jan. 5. AVR, British str., 1,955, W. H. Gibson, Moji 31st Dec., Coal.—DODWELL & CO., LTD.
 Jan. 5. CEYLON, British str., 2,637, C. F. Lockstone, Yokohama 2nd Dec, General, P. & O. S. N. Co.
 Jan. 5. PIRCH, British str., 1,894, Swanton, Moji 30th Dec., Coal.—DODWELL & CO., LTD.
 Jan. 5. HAITAN, British steamer, 1,182, Roach, Swanton, Moji 30th Dec., Coal.—DODWELL & CO., LTD.
 Jan. 5. HOBELIN, German str., 985, Joh. Chr. Hansen, Haiphong 2nd Jan., Rice and General.—JENSEN & CO.
 Jan. 5. KOWLOON, German str., from Canton.
 Jan. 5. LYRIA, German str., 1,316, Pocelins, Hamburg 22nd Nov., Troops.—HAMBURG-AMERICA LINE.
 Jan. 5. PIRA CHUGA CHOM KHAO, Ger. str., 1,012, J. Bohn, Badgerok 28th Dec, Rice.—BUTTERFIELD & SWIRE.
 Jan. 5. PRINCE VALDEMAR, Danish str., 3,614, L. K. Kohn, St. Louisburg 18th Oct., General.—JENSEN & CO.
 Jan. 5. LEANOW, U.S. cruiser, 6,000, G. L. Dyer, Cape 2nd January.
 Jan. 5. HIRIUS MARU, Japanese str., 2,979, F. L. Pyne, Seattle 2nd Dec. Flour, Milk and Coal.—NIPPON YUSEN KAISHA.
 Jan. 5. ROSETTA MARU, Japanese str., 2,403, H. S. Smith, Manila 2nd Jan., General.—TOYO KISEN KAISHA.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
 5th January.
 Alamo, German str., for Yokohama.
 Ewing, British str., for Swatow.
 Flamingo, British str., for Samang.
 Hanoi, French str., for Haiphong.
 Hec, French str., for Kwangchow.
 Igdis, German str., for Chinkiang.
 Nohit, German str., for New York.
 Shoborg, German str., for Vladivostok.
 Wakaumoto Maru, Japanese str., for Moji.

DEPARTURES.

5th January.
 DAIJI MARU, Japanese str., for Swatow.
 ELNTHUR, British str., for London.
 HONKONG, French str., for Haiphong.
 HONKONG, British str., for Amoy.
 HUE, French str., for Haiphong.
 KINGSTON, British str., for Shanghai.
 KWARANG, Chinese str., for Shanghai.
 LONSON, Norwegian str., for Kobe.
 NARSHAN, British str., for Swatow.
 PROGRESS, German str., for Quindon.
 SHANST, British str., for Shanghai.
 SPIRIT, German str., for Kiangtchen.
 TAIYUAN, British str., for Kobe.
 TELEMACUS, British str., for Saigon.

VESSELS IN DOCK.

5th January.
 ABREDEEN DOCK.—Phon-Nang-Hob.
 K. W. DOCK.—U.S.A.T. Suenamun, H.T.G.M.S. Alamo, Ayup, Taiter, Demagosa, Pusan, Anip, H.M.S. Ugar, H.M.S. Levalhan, Anhel, Longsight, Saitan, Taitan, Cosmo-politan, U.S. S. S. Suenamun, Paul Bean, Steddy, U.S.S. Rainbow.

VESSELS ON THE BERTH.

THE EAST ASIATIC COMPANY, LIMITED.
 FOR DALNY AND PORT ARTHUR, THE Danish Steamer.

"PRINCE VALDEMAR," Captain Koch, will be ready to load on or about WEDNESDAY, the 6th instant.
 For Freight or Passage, apply to MELCHERS & CO., Agents.
 Hongkong, 5th January, 1904. [133]

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER LLOYD, HAMBURG-AMERIKA LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN," OF THE NORDDEUTSCHER LLOYD, Captain Koch, due here with the outward German Mail about THURSDAY, at Noon, will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD, For further Particulars, apply to MELCHERS & CO., Agents.
 Hongkong, 4th January, 1904. [5]

FOR KOBE, NAGASAKI AND VLADIVOSTOK.

THE Steamship

"STOLBERG," Captain Dehn, will be despatched for the above ports on SATURDAY, the 9th inst., at Noon. This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.
 Hongkong, 4th January, 1904. [93]

FOR ODESSA VIA BOMBAY.

THE Russian Steamer

"HERMANN LERCHE," will be despatched as above on or about MONDAY, the 11th instant.

For Freight, apply to BRADLEY & CO., Hongkong, 5th January, 1904. [89]

CHINA NAVIGATION CO., LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, from 1st January, 1904.

Also Reduced Fares to MANILA and Return.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT, FIRST CLASS ACCOMMODATION, UNRIVALED TABLE, DULY QUALIFIED SURGEON AND CARRIERS.

BUTTERFIELD & SWIRE, Agents, Hongkong, 1st January, 1904. [184]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	GLENFARG	Brit. str.	Holman	McGregor Bros. & Gow	9th inst.
LONDON &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montfort	P. & O. S. N. Co.	16th inst., at Noon.
LONDON & ANTWERP	NESTOR	Brit. str.	G. M. Montfort	BUTTERFIELD & SWIRE	2nd Feb.
LONDON & ANTWERP	KINTUCK	Brit. str.	G. M. Montfort	BUTTERFIELD & SWIRE	16th Feb.
LONDON & ANTWERP	MOYUNE	Brit. str.	G. M. Montfort	BUTTERFIELD & SWIRE	19th inst.
LIVERPOOL, WITH T'MENT AT SINGAPORE	YANOTSE	Brit. str.	G. M. Montfort	BUTTERFIELD & SWIRE	9th inst., D'light.
MARSEILLES, LONDON &c., v. S'PORE, &c.	TAMBA MARU	Jap. str.	J. W. Wale	NIPPON YUSEN KAISHA	9th inst.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.	G. M. Montfort	BUTTERFIELD & SWIRE	12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	ANNAM	Brit. str.	G. M. Montfort	BUTTERFIELD & SWIRE	19th inst.
MARSEILLES, LONDON &c., v. S'PORE, &c.	YANOTSE	Brit. str.	G. M. Montfort	BUTTERFIELD & SWIRE	23rd inst., D'light.
MARSEILLES, LONDON &c., v. S'PORE, &c.	SANUKI MARU	Jap. str.	W. Townsend	BUTTERFIELD & SWIRE	To-day, at Noon.
BREMEN, VIA PORTS OF CALL	KLAUSCHOU	Jap. str.	Behrens	HAMBURG-AMERIKA LINE	15th inst.
HAVRE & HAMBURG	AMERICA	Ger. str.	W. A. Evans	HAMBURG-AMERIKA LINE	About 11th inst.
HAVRE, LONDON, ANTWERP & HAMBURG	DUNDEESHIRE	Brit. str.	W. A. Evans	HAMBURG-AMERIKA LINE	30th inst.
HAVRE, BREMEN & HAMBURG	ALBION	Ger. str.	Schneidert	HAMBURG-AMERIKA LINE	6th Feb.
HAVRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINE	23rd Feb.
HAVRE & HAMBURG	BAMBERG	Ger. str.	Milzthal	HAMBURG-AMERIKA LINE	15th Feb.
GENOA, MARSEILLES & LIVERPOOL	KEEMUN	Brit. str.	G. M. Montfort	BUTTERFIELD & SWIRE	10th inst.
ROTTERDAM & HAMBURG	SAVOIA	Ger. str.	Deinat	HAMBURG-AMERIKA LINE	14th inst., P.M.
TRIESTE, &c., VIA SINGAPORE, &c.	VINDOBONA	Aus. str.	Cobol	SANDER, WIELER & CO.	About 11th inst.
ODESSA VIA BOMBAY	L. LERCHE	Rus. str.	O. L. Daniel	BRADLEY & CO.	About 15th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SIRE	Brit. str.	G. M. Montfort	CANADIAN PACIFIC R. CO.	13th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	G. M. Montfort	CANADIAN PACIFIC R. CO.	27th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	G. M. Montfort	CANADIAN PACIFIC R. CO.	12th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	RIJON MARU	Jap. str.	G. V. Williams	DODWELL & CO., LTD.	20th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	PIGOSURY	Brit. str.	G. V. Williams	DODWELL & CO., LTD.	24th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	IYO MARU	Jap. str.	M. J. Currow	NIPPON YUSEN KAISHA	26th inst., at 4 P.M.
PORTLAND, OREGON	INDRAVELL	Brit. str.	R. P. Craven	PORTLAND & ASTORIA CO.	25th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	McArthur	GRIB, LIVINGSTON & CO.	13th inst., at Noon.
AUSTRALIAN PORTS	NIKKO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	23rd inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	E. W. Haswell	NIPPON YUSEN KAISHA	About 11th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PALMA	Brit. str.	G. W. Cockman	HAMBURG-AMERIKA LINE	9th inst., at Noon.
KOBE, NAGASAKI & VLADIVOSTOK	STOLBERG	Ger. str.	Deinat	HAMBURG-AMERIKA LINE	15th inst., D'light.
KOBE & YOKOHAMA	KANAKURA MARU	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	21st inst., at Noon.
KOBE & YOKOHAMA	HOMBA MARU	Jap. str.	T. Mami	NIPPON YUSEN KAISHA	27th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	P. VALDEMAR	Jap. str.	C. H. Butler	MELCHERS & CO.	Quick despatch.
DAL-Y & PORT ARTHUR	SACHSEN	Ger. str.	Pesol	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	WHAMPOA	Brit. str.	Barbarovich	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	M. VALKIE	Aus. str.	Barbarovich	SANDER, WIELER & CO.	8th inst.
SHANGHAI, KOBE & YOKOHAMA	E. SIMONS	Freu. str.	O. L. Daniel	P. & O. S. N. Co.	About 12th inst.
SHANGHAI	MAITA	Brit. str.	O. L. Daniel	HAMBURG-AMERIKA LINE	About 16th inst.
SHANGHAI	SHAOCHING	Brit. str.	O. L. Daniel	HAMBURG-AMERIKA LINE	8th inst.
FOOCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	I. Goto	OSAKA SHUSEN KAISHA	9th inst.
TAM-UI, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	T. Ogata	OSAKA SHUSEN KAISHA	12th inst.
ANPING, VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	T. Saito	OSAKA SHUSEN KAISHA	15th inst.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	T. Saito	DODWELL & CO., LTD.	8th inst., at 11 A.M.
MANILA DIRECT	SUNOKIANG	Brit. str.	P. Saito	BUTTERFIELD & SWIRE	To-day.
MANILA DIRECT	ROBI	Brit. str.	E. W. Almond	SHEWAN, TOMES & CO.	9th inst., 10 A.M.
MANILA DIRECT	ROSETTA MARU	Jap. str.	H. S. Smith	TOYO KISEN KAISHA	9th inst., 11 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	18th inst., 10 A.M.
MANILA DIRECT	TAIYUAN	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	23rd inst.
MANILA DIRECT	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	About 23th inst.
SINGAPORE & BOMBAY	TIEN-TSIN	Brit. str.	H. W. Knorr	P. & O. S. N. Co.	About 6th inst.
SINGAPORE, PENANG & CALCUTTA	G. APCAR	Brit. str.	J. G. Olfert	DAVID SASSOON & CO., LD.	8th inst., at 3 P.M.
BOMBAY, VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	M. Maganzini	CARLOWITZ & CO.	12th inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	26th inst., at Noon.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

—VIA—

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* LYRA	4,417	G. V. Williams	Wednesday, January 20th
* OLYMPIA	2,337	A. Dixon	Thursday, February 11th
* SHAWMUT	9,006	W. M. Smith	Friday, February 19th
* TACOMA	2,412	M. Ridley	Friday, February 26th
* VICTORIA	3,562	J. Traubridge	Wednesday, March 10th
* TREMONT	9,006	T. W. Garlick	Friday, March 25th

* Not carrying second class passengers. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT..... 9,006 tons. W. M. Smith..... About 23th January.

S.S. TREMONT..... 9,006 tons. T. W. Garlick..... About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUI-INE ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 5th January, 1904. [7]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

TAMBA MARU..... MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID..... SATURDAY, 9th Jan., at DAYLIGHT.

RIJON MARU..... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA..... TUESDAY, 12th Jan., at 4 P.M.

KANAKURA MARU..... KOBE and YOKOHAMA..... FRIDAY, 15th Jan., at DAYLIGHT.

BOMBAY MARU..... KOBE and YOKOHAMA..... THURSDAY, 21st Jan., at NOON.

NIKKO MARU..... SYDNEY, MELBOURNE and ADELAIDE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE..... FRIDAY, 22nd Jan., at 4 P.M.

SANUKI MARU..... MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID..... SATURDAY, 23rd Jan., at DAYLIGHT.

KAGOSHIMA MARU..... BOMBAY, VIA SINGAPORE and COLOMBO..... TUESDAY, 26th Jan., at NOON.

IYO MARU..... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA..... TUESDAY, 26th Jan., at 4 P.M.

KUMANO MARU..... NAGASAKI, KOBE & YOKOHAMA..... WEDNESDAY, 27th Jan., at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN PACIFIC RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road, A. S. MIHARA, Manager. [9]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG," Captain Holman, will be despatched as above on SATURDAY, the 9th January.

For Freight or Passage, apply to Mcgregor Bros. & Gow, Hongkong, 18th December, 1903. [90]

TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Uncolled Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date.

"ROSETTA MARU"..... H. S. Smith..... 3876..... Saturday, 9th January, at 11 A.M.

"BOHILLA MARU"..... Ernest Bent..... 3839..... Thursday, 14th January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, 1c House Street.

Hongkong, 4th January, 1904. K. MATSUDA, Acting Manager.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA"..... 6,000 Tons..... WEDNESDAY, 13th Jan. 1904

R.M.S. "ATHENIAN"..... 3,882 Tons..... WEDNESDAY, 27th Jan.

R.M.S. "EMPERESS OF INDIA"..... 6,000 Tons..... WEDNESDAY, 10th Feb.

R.M.S. "TARTAR"..... 4,425 Tons..... WEDNESDAY, 24th Feb.

R.M.S. "EMPERESS OF JAPAN"..... 6,000 Tons..... WEDNESDAY, 9th Mar.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.

"..... Intermediate on Steamers..... £40. "..... £42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHARGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 9, Dufferin Street.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUIT. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: GABESTON, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GASTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on THROUGH ROUTES OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

SAILING DATES.

1904

* KLAUTSCHOU..... WEDNESDAY..... 6th January

* BAYERN..... WEDNESDAY..... 20th January

* SAUCHSEN..... WEDNESDAY..... 3rd February

* GERA..... WEDNESDAY..... 17th February

* SEYDLITZ..... WEDNESDAY..... 2nd March

* ROON..... WEDNESDAY..... 16th March

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 9th January.
MARSEILLES, LONDON and ANTWERP	"YANGTSE"	On 19th January.
LIVERPOOL, with TRANS-SHIPMENT at SINGAPORE	"YANGTSE"	On 19th January.
LONDON and ANTWERP	"NESTOR"	On 2nd February.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 15th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY"	On 24th January.

Hongkong, 5th January, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
HANGHAI	"WHAMPOA"	On 6th Jan. 4 P.M.
ANILIA	"SUNGKIANG"	On 6th January.
INGPO and SHANGHAI	"SHAOHONG"	On 6th January.
ANILIA	"TAIYUAN"	On 23rd January.

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

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PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND PORTLAND, OREGON OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
HYDRAVELLI	4,899	R. P. Craven	January 25, 1904
DRAPURA	4,899	A. E. Hollingsworth	February 13, 1904
ADRASAMHA	5,197	W. E. Craven	March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th December, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
VOIA	ROTTERDAM and HAMBURG	On 10th Jan. Freight & Passengers.
Capt. Kirschner	(Calling at Singapore and Colombo)	
ABRIA	HAVRE and HAMBURG	On 15th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	
HEZBURG	HAVRE, BREMEN and HAMBURG	On 30th Jan. Freight & Passengers.
Capt. Bizer	(Calling at Singapore and Penang)	
ESIA	HAVRE and HAMBURG	On 6th Feb. Freight.
Capt. Schönfeldt	(Calling at Singapore and Colombo)	
HONIA	HAVRE and HAMBURG	On 23rd Feb. Freight.
Capt. Hildebrandt	(Calling at Singapore and Penang)	
MEERG	HAVRE and HAMBURG	On 8th Mar. Freight.
Capt. Mitzlaff	(Calling at Singapore and Colombo)	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

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OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSI, VIA SWATOW AND AMOY	"DAIJUN MARU"	TUESDAY, 12th January.
TAMSI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 17th January.
FOOCHOW, VIA SWATOW AND AMOY	"T. W. GROVES"	SUNDAY, 10th January.
ANPING, VIA SWATOW AND AMOY	"ANPING MARU"	January.
ANPING, VIA SWATOW AND AMOY	"MAIDZUN MARU"	FRIDAY, 15th January.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 6th January, 1904.

T. ARIMA, Manager

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"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

THE Company's Steamship

"DENBIGHSHIRE."

Captain W. A. Evans, will be despatched for the above ports on or about MONDAY, the 11th January, to be followed by the steamship "RADNORSHIRE."

Captain C. H. Burch, on or about SATURDAY, the 30th January.

These steamers have superior accommodation for passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 6th January, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEROT-POSTE FRANCAISE.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Caledonia," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 11th January. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st January, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 13th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th December, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, BANGKOK, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA," Captain Covel, will be despatched as above on THURSDAY, the 14th January, P.M.

For information as to Passage and Freight, apply to SANDER, WIELEK & CO., Agents.

Hongkong, 22nd December, 1903.

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"SIKH" ... 15th Jan.

"SAGAMI" ... 26th Jan.

"AFRIDI" ... 9th Feb.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 4th January, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

NOTICES TO CONSIGNEES

STEAMSHIP "POLYNESIE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Memphis" and "Chamille," from Havre ex s.s. "Charante," and from Bordeaux ex s.s. "Ville de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Firearms and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 30th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Wednesday, the 6th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th January, or they will not be recognised.

All damaged packages must be examined on Wednesday, the 6th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th December, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery may be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. "India."

From Australia, ex s.s. "Britannia."

From Calcutta, ex s.s. "Palawan."

From Persian Gulf, ex s.s. "B. I. S. N."

From Aden, ex s.s. "Nizam."

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-day, the 2nd inst.

Goods not cleared by the 5th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd January, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NESTOR,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 11th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 18th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th January, 1904.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA,"

Captain Schönfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 4th inst.

Any Cargo impeding the discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th January, 1904.

1124

Once you try them, you will only smoke this brand!



MADE ENTIRELY BY HAND ON HYGIENIC PRINCIPLES.

3120-5

JAVA-CHINA-JAPAN LINE.

FROM YOKOHAMA, KOBE AND MOJI.

THE J. C. J. Line Steamship

"TJIMAHL,"

Captain von Wyk, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th January will be subject to rent.

All Claims for damage must be sent in before the 9th January, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Singapore, Batavia, Cheribon, Samarang, Sourabaya and Macassar.

HOLLAND CHINA TRADING COMPANY, Agents.

Hongkong, 4th January, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, VICTORIA, YOKOHAMA, AND KOBE.

CARGO of the above Steamer having arrived, at Kobe per "Hongkong Maru," Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside the latter steamer.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 2nd January, 1904.

YING KEE, REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dinners, Suppers, Picnics, Luncheons, and All Homes Catered for.

Cutlery, Orckery, and Table Linen on hire.

For Terms, apply to—YING KEE, (First Floor) 50, Des Voeux Road Central.

Hongkong, 12th December, 1903.

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

An instalment of 25 per cent of the Certificate amount is hereby declared payable on Coupon "D" of Certificates issued in payment of British Private Claims under the provisions of the Notification of 11th June, 1902.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31 Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

